

Institutions

- U. S. Capitol Complex
- U. S. Soldiers and Airmens Home
- Walter Reed Army Medical Center
- Naval Observatory and Dumbarton Oaks Park
- National Arboretum (streets are closed before 8 a.m. and after 5 p.m.)
- Bolling Air Force Base and Anacostia Naval Station
- Saint Elizabeth's

Redevelopment projects are excellent opportunities to remove these barriers. For example, bicycle access in the areas surrounding the intersection of New York Avenue, New Jersey Avenue, and the Interstate 395 tunnel can be improved with the North of Massachusetts Avenue (NoMa) redevelopment project. Bicycle access in the South Capitol Street Corridor can be provided on both sides of the Anacostia River with the South Capitol Street Corridor redevelopment project. In addition, the DC Office of Planning is planning an adaptive reuse of landmark buildings at Saint Elizabeth's in Southeast.

Recommendation 1.15. Provide innovative bicycle facilities to maintain the continuity of bike routes.

The designated bike routes in the District use roadways with a variety of cross-sections. Bike lanes and other pavement markings are appropriate bike facilities in some sections of these routes, while pathways are appropriate in other sections. Yet, there are considerable limitations to conventional bike facilities due to inadequate street width, intersection conflicts, high-frequency bus routes, high pedestrian use on sidewalks or other obstacles. The District should test a variety of different facility types along constrained streets. Many of the following innovative solutions have been successful in other U. S., European, and Canadian cities (see *District of Columbia Bicycle Facility Design Guidelines* document):

- Bike-in-arrow pavement markings
- Designated sidewalk space for bicycles
- Road surface bikeways (separated from motorized traffic by a physical barrier)



Part of the street can be used to create a separate trail, like this one in Montreal.

- Bike lane on one side, shared-use path on other side of the street
- Bike lane on one side, bike-and-arrow marking on other side of the street
- Exclusive bus and bicycle lanes
- Narrowing curb-to-curb width to provide more space for a separated bikeway
- Bike boxes at intersections
- Bicycle-activated signals
- Lifting rush-hour parking restrictions to provide lane space for bicyclists



In special situations, sidewalk space can be designated for bikes.



Bicycle Box at an intersection

Two-way road surface bikeways are one type of bicycle facility recommended for the District. These and other innovative facilities should initially be installed on a pilot test basis. If they don't work, it may be necessary to change the bicycle route.

Recommendation 1.16. Provide safe transitions between on-road and separated bicycle facilities.

DDOT should identify points on bike routes where safe transitions are needed to move bicyclists from on-road to separated bike facilities. These points should have prominent pavement markings that direct cyclists through the transition. All changes in grade should be continuous (i.e. not require the cyclist to climb a curb or steps). The design of transition points should not prevent more experienced bicyclists from riding the entire route along with motorized traffic.



Special markings can improve the transition between street and trail.

Recommendation 1.17. Provide bikeway connections into surrounding counties.

DDOT should work with Arlington, Montgomery, and Prince George's Counties to provide bicycle connectivity throughout the region. The Bicycle Program Manager should regularly communicate with neighboring governments about connecting and extending bike routes across jurisdictional boundaries (see Map 9. Connections to Maryland and Virginia).

Recommendation 1.18. Improve bicycle access to public transportation.

Most Metro stations have bicycle lockers and racks for bicyclists. However, as the Metro system and bicycle network expand, more and better bike parking should be provided. Providing lighted bicycle parking along with a canopy over the parking to protect bikes from the elements can help achieve this. In addition, clear signage must be provided at stations to direct cyclists to bike parking and nearby bikeways.



Bicycle racks and lockers at Metro station.

DDOT should work with WMATA to improve bicycle facilities on and near Metro station properties. Improving the quality of bicycling to Metro stations increases the catchment area for attracting riders and decreases the need for automobile pick-up, drop-off, and parking. All future public transportation improvements in the District, such as light rail and bus rapid transit, should be compatible with bicycling.